

Illiana Corridor Tier Two Land Use Planning Initiative



Prepared For:

**Illinois Department of Transportation
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Executive Summary

The Land Use Technical Task Force (TTF) was established in early April 2013 to review and provide technical input for the Tier Two phase of study concerning land use planning within and along Illiana Corridor B3 identified at the conclusion of the Tier One study. The consultant team, with guidance from IDOT and INDOT, led this special task group through a series of meetings intended to engage county planning officials, local planning agencies and special interests in addressing potential land use change associated with the proposed project. In addition, the consultant team sought input from the TTF in the review of the potential application of Context Sensitive Solutions (CSS) and Best Management Practices (BMPs) in the design of the corridor alignment. These two topics are summarized in Sections 2 and 3 of this report.

The TTF served a positive function as it provided a pro-active assessment and consideration of potential land use impacts associated with the proposed Illiana project. Key products from the process included: 1) a list of recommended visions, 2) specific goals to be accomplished in advance of the project, and 3) planning strategies that county and local planning agencies could consider if a “Build” alternative is approved for the Corridor. Additional, benefits resulted from the iterative design process that was generated from stakeholders commented on proposed applications of CSS and BMPs.

Moreover, the true benefit of the TTF initiative is the increased knowledge and awareness gained by the project stakeholders. This enhanced view provided these stakeholders a solid foundation for making public comments and providing meaningful input to the process, as well as a foundation for furthering land use planning efforts for the Illiana Corridor communities going forward. In turn, the State DOTs and the consultant design team gained needed information from individuals with a much greater understanding of the local needs, values, and perspectives.

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1.0 Land Use Technical Task Force Overview

The Land Use Technical Task Force (TTF) is comprised of representatives from the county and local governments, the agricultural community, local economic development agencies, local tourism interests, environmental and natural resource interests and other individuals representing specific concerns in the Corridor.

The intended purpose for the Tier Two consultant team was to gather input from the TTF members concerning local visions for the corridors development (including community specific visions), identifying local goals and objectives for how the corridor should develop, and identifying potential strategies that should be considered and potential undertaken by regional, county, and local planning decision-makers. A key component of this task was to have the TTF establish how the Illiana Corridor would likely impact local communities and their long range land use plans to help identify the key issues that must be addressed.

In addition to the TTF, the Illiana Corridor Planning Group (CPG) established in Tier One was carried over to the Tier Two phase of the study. The CPG represented the stakeholder interests of the much wider Illiana Corridor Study Area. The results of the TTF were shared with the CPG, and due to the strong interest of the CPG stakeholder meetings were ultimately coordinated and the final meeting was held jointly. (See Appendix A for CPG and TTF membership).

In addition, the project study team provided special land use presentations to the Midewin National Tallgrass Prairie and to the Route 53 Planning Study Committee.

1.1 TTF Schedule and General Scope

The consultant team scheduled three TTF meetings on April 10, April 30, and May 30, 2013. Each meeting built progressively toward a consensus on the corridor's visions, goals, objectives, and strategies. These results would be included as part of the Tier Two study for further consideration by the pertinent metropolitan planning organizations (MPOs, including the Chicago Metropolitan Agency for Planning [CMAP] and Northwestern Indiana Regional Planning Commission [NIRPC]), county, and community planning officials. In addition, the consultant team would gather information from each meeting to improve the CSS elements of the Corridor, including consideration of adjustments to interchange locations, roadway closures, BMPs for quality water resources and wildlife, corridor multi-use opportunities, and other context sensitive community considerations. Since many of these issues would impact local land use planning and corridor design, the process took on an iterative character with concepts impacting potential solutions for both purposes.

The following represents the broad topics that were discussed by the TTF during this process:

Session 1 (April 10)

- Review Tier One Results and Review Key Findings and Trends Influencing the Outlook for Land Use in Will (IL) and Lake (IN) Counties
- Introduction to Community Needs and Objectives and Land Use Planning Concepts;
- Breakout Group Assignment: Develop Visions for Communities and Corridor; Identify Key Planning Priorities
- Introduce Corridor Planning Council concept for County and Municipalities

Session 2 (April 30)

- Review Session 1 Priorities: Widely Identified Visions and their Related Key Planning Priorities;
- Breakout Group Assignment: Develop Strategies to support Key Planning Priorities
- Identify Potential Benefits and Issues to Instituting a Corridor Planning Council

Session 3 (May 30)

- Review Session 2 Task Force-Developed Strategic Options with the Corridor Planning Group
- Encourage Corridor Planning committee to pursue joint planning counsel to develop land use plan for corridor

1.2 Target Outcomes of Planning Initiative for Tier Two

The objectives for this task for Tier Two were to assure:

- Stakeholders were sufficiently informed about the immediate and long range implications of the construction of the Illiana Corridor (a major infrastructure improvement) on quality of life issues such as community planning, agriculture needs, the environment, natural resources, economic development and community and emergency services.
- Stakeholders were provided the opportunity to provide early input to the consultant team concerning the local vision, goals, and objectives that would be key to developing the Illiana Corridor as a successful transportation system improvement that addressed the needs of the national freight system, regional traffic and transportation and sensitive, sustainable community development.
- Stakeholders provided a consensus on goals, objectives, and strategies that local and county planning agencies could consider and possibly undertake to best plan for the potential impacts for the construction of the Corridor.
- Stakeholders provided knowledgeable input concerning proposed CSS and BMPs to being proposed for the Illiana Corridor.

Beyond these specific Tier Two objectives, the planning initiative was intended to spur early local action to form a corridor planning team among the county and municipalities to ensure timely and well considered actions that will guide development along the Illiana Corridor. Such an initiative by local agencies to plan and coordinate actions will provide the best opportunity for effective controls that will ensure the long range vision of local residents for their lives and their communities.

Subsequent to the three meetings of the TTF, the Illinois Department of Transportation announced a \$500,000 grant to Will County to facilitate further land use planning in the communities impacted by the Illiana Corridor in that county. The Will County Executive, in coordination with other county departments, will administer part of the planning funds directly to the municipalities of Wilmington, Manhattan, Peotone and Beecher, with the remainder of funds directed to a corridor-wide planning effort with county and municipal participation; the structure of corridor-wide planning is anticipated to be determined by a steering committee comprised of Will County stakeholders¹.

The activities of the TTF included two components: (1) a collaborative land use planning initiative to support county and local efforts to prepare for the potential construction of the Illiana Corridor and (2) the CSS and BMPs input that the Illiana consultant team needed to help evaluate and determine the value of appropriate design and BMP choices that could be utilized. The report on these two components is divided into Section 2 (Land Use Initiative) and Section 3 (Context Sensitive Solutions/Best Management Practices Consultation).

¹ Interview with Alicia Hanlon, Will County Executive office, September 11, 2013

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2.0 Land Use Initiative: Development of Land Use Concepts and Consensus

2.1 Meeting #1 – April 10, 2013

2.1.1 Overview

The initial meeting of the TTF was held in Peotone, Illinois and was designed to begin a discussion of the long range land development pressures both with and without the construction of the proposed Illiana Corridor. To be sure, the purpose of the meeting was to establish a locally based assessment of the land use change induced by the Corridor construction, but the exchange of ideas also needed a reasonable assessment of what development would occur under the no-build condition, e.g., without the project.

The initial meeting provided an overview of the scheduled timeline of the TTF process, the expected products that would be gained from the participating stakeholders, and the use of small group sessions to encourage greater interaction between participants.

The proposed timeline for the TTF was constructed around three meetings:

- April 10, 2013 – Corridor Vision and Goals Identification
- April 30, 2013 – Strategy Development to Achieve the Visions and Goals
- May 30, 2013 – Presentation of Strategies and Concepts to the CPG

2.1.2 Current and Projected Trends Affecting Corridor Land Use Planning

To set the foundation for developing potential visions and goals for the Illiana corridor, the stakeholders provided background on current and projected growth trends in population, employment, and land development in the greater Illiana Study Area and in the specific communities and townships of the Corridor. Specific market based analyses of changed in population and employment trends were prepared by the al-Chalabi Group. The information presented on land use changes were built utilizing considerations of existing trends in the site locations patterns of businesses and residential developments. This market-based approach provided different base results for the “No Build” option from those of the metropolitan planning organizations.

For the analysis of the impacts of the Illiana on local demographic trends in population and employment, the consultant team provided a net change comparison of the “Build” versus the “No-Build” options. On the overall scale of expected population growth within the Corridor, these changes are relatively small (less than 1 percent of the total change).

2.1.3 Overall Concepts Impacting Corridor Land Use Planning

A wide range of development concerns exist in the vicinity of Illiana Corridor. To introduce this variety of thoughts and expectations, the consultant team highlighted four

overall themes and concepts that had been verbalized in the Tier One stage of the corridor study. These included:

- Smart Growth
- Economic Development
- Sustainable Corridor
- Mixed Use Corridor

Because these themes and concepts are often misused and are not precise for group discussion, the consultant team chose to structure the TTF discussion on the following set of planning considerations:

- Quality of Life for the Community
- Environmental Considerations
- Agriculture Needs
- Residential Needs
- Retail/Professional Services Needs
- Industrial/Commercial Needs
- Nexus Points in the Community

While some ambiguity remains in these terms, the TTF participants were able to galvanize meaningful discussions around these themes. A great amount of concern was expressed about the potential change in “small town” atmosphere that Corridor communities currently experience. In addition, there was great concern for impacts on the farming community and on environmentally sensitive natural resources. However, for some communities, Wilmington and Manhattan specifically, strong interest in economic growth and business development were expressed.

2.1.4 Workshop Overview

The purpose of the workshop was to discuss the vision for the Illiana Corridor with respect to land use planning, economic development, CSS elements and themes. After the consultant team introductory presentation, participants broke out into six small groups, and were each lead in two different discussions by a facilitator.

The topics of this were outlined as:

- Identify Land Use Opportunities and Challenges
- Identify Key Land Development Themes for Local Land Use Agencies Consideration
- Identify Ideas for Development Along the Corridor
- Get Feedback on CSS Concepts

- Explore Best Practice Concepts
- Provide Thoughts, Concepts and Ideas for Continued Planning

The meeting was attended by 45 participants, 43 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and two observers. Two specific topics were assigned to each of the small groups: (1) conduct a limited strategic analysis of land use opportunities and challenges for the Corridor and (2) identify corridor development themes and visions supported by a group consensus. The following information was provided to assist the participants in their discussions:

Small Group Discussion #1: Strategic Analysis of Corridor's Future

- 1) Opportunities
- 2) Challenges
- 3) Topics included:
 - Quality of Life and Amenities
 - Agriculture
 - Economic Development & Business Opportunities
 - Natural Resources & Environment
 - Transportation
 - Community-Provided Services

Small Group Discussion #2: Visions for Corridor Development

- 1) Assignment included:
 - Identify Key Development Themes for Consideration
 - Identify Key Opportunities for Benefits
 - Identify Potential Barriers to Theme Accomplishment
 - Identify Key Development Concerns for Local Planning
 - Provide Feedback on CSS Options

A Meeting #1 Summary at the end of this Appendix includes the detailed input developed by each small group. These summaries were used to determine what visions and goals would be presented to the TTF in Meeting #2 for developing planning strategies for the corridor.

2.2 Meeting #2 – April 30, 2013

2.2.1 Overview

The second TTF meeting was held in Cedar Lake, Indiana. The meeting location change resulted in a different mix of participants. The mix included some individuals who had attended the first meeting in Peotone, Illinois but also provide more opportunity for those Indiana participants.

The purpose of the meeting was presented as follows:

- Review vision themes from April 10, 2013 Meeting
- Determine Potential Actions/Strategies to Achieve Vision
- Identify Agencies to Lead Land Use Planning

The consultant team also lined out topics that would be updated during the presentation:

- How the Illiana can support the visions outlined on April 10, 2013
- How planning and legal tools that can be utilized to support each vision
- How stakeholder collaborate can achieve specific vision items
- How the TTF participant reports are shared with CPG group

2.2.2 Review of April 10 Products

Four broad themes were identified from the Meeting #1 Small Group reports as visions that local planners should consider if the Illiana Corridor is constructed. The listed themes were:

- Economic Development Opportunities
- Environmental Protection and Opportunities
- Traffic Solution Opportunities
- Need for Local and Regional Planning

The consultant provided expanded details under each vision theme to show how they are linked to existing regional, county, and municipal goals as presented in existing long-range plans. Meeting both local priorities within the context of regional goals and planning direction was a key consideration for the consultant team to outline to the TTF participants. While concerns were expressed by some participants are opposed to the construction of the Illiana Corridor, the consultant team clarified that the intent of organized TTF task to anticipate planning issues that should be addressed by local planning agencies if the corridor were constructed.

The following details were presented for the respective vision themes:

- 1) Economic Development Opportunities
 - Protect and Support Farming
 - Support Local Economic Growth
 - Support Regional Economic Growth
 - Tourism Opportunities
- 2) Environmental Protection and Opportunities
 - Protect Midewin and State Wildlife Preserves
 - Link Eco-Tourism and Recreational Opportunities
 - Establish “Greater Green” Area Concepts
 - Provide Wilderness Crossings and Preservation Areas
 - Support Water Resource Assets
- 3) Traffic Management Opportunities
 - Improve Lack of Alternative East-West Higher Type Highway in Study Area
 - Reduce Negative Impacts of Increasing Intermodal Trucking in Study Area
 - Reroute Long-Distance Trucking Through Study Area
 - Better Utilize Existing Local Road Network in Conjunction with I-80 and Illiana
- 4) Need for Local and Regional Planning
 - Establish Corridor Planning Groups
 - Respect the Individual Aspirations of Communities
 - Establish Resource Management Plan that includes drainage plan
 - Control Development to Manage Growth
 - Adopt Balanced Growth Practices
 - Link Plans To Regional Planning Goals

2.2.3 Local Planning Tools to Utilize as Potential Strategy Tactics

During the Tier One process, local planning tools were identified in Tier One Final Environmental Impact Statement Appendix J (Corridor Land Management Options) to provide the CPG with information on planning concepts and tactics that can be used effectively to guide land use development. These concepts were presented to the TTF to aid their efforts to discuss and outline potential strategies that might be used by County and local planning officials to support the vision themes for the corridor.

Following are the planning tools presented to the TTF:

- 1) Local Incentives
 - Special Purpose Districts
 - Tax Policy
- 2) Easements o Conservation
 - Industrial/Commercial Development
- 3) State Legislation
- 4) Corridor Protection Options
- 5) Forest Preserve Options
- 6) Multi-Use Corridor
 - Energy Pipelines
 - Telecommunication Lines
 - Transportation Linkages

2.2.4 Workshop Overview

Three tasks were outlined for the TTF small group session as part of this meeting. Since the consultant team provided more information about CSS, BMPs, interchanges and road closures, the TTF members were asked to provide some initial feedback on the material covered (see Section 3). In addition, the small group participants were asked to: (1) expand the vision theme concepts by further defining each vision's objective and (2) further define vision goals for developing strategies. Guidance included the following information:

- 1) Team Work Assignment What is the Vision's Objective
 - Outline Challenges to Achieving Assigned Vision Item
 - Outline Strategies to Achieve Vision and Address Challenges
 - Establish Probability of Achieving Vision
- 2) Assigned Goals for Developing Strategies
 - Protect and Support Existing Farming Operations
 - Controlled Development at Interchanges
 - Establish "Greater Green" Area Concepts
 - Solve Negative Impacts of Increasing Intermodal Trucking in Study Area
 - Develop Eco-tourism and recreational opportunities
 - Control Development to Manage Growth

2.2.5 Small Group Workshop

After the consultant presentation, participants broke out into three small groups, and were each lead in a discussion by a facilitator. The meeting was attended by 28 participants, 25 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and three observers. Group discussion determined what visions, goals and planning strategies that would be presented at the Joint CPG/TTF Meeting.

2.3 Meeting #3 – May 30

The May 30 meeting was held in Peotone, Illinois. The agenda for the meeting was developed for a joint meeting of the CPG and the TTF. The topics and discussion involved a wider range of issues, and the TTF work was presented as one item on the day's agenda.

The following agenda was presented to the joint CPG/TTF participants:

- CPG/TTF #2 Meeting Overview
- TTF Land Use Workshop #2 Overview
- Alternatives to be Carried Forward
- Road Connectivity Analysis
- Updated Interchange Locations
- Sustainable Design BMP's
- Public Involvement Update

2.3.1 The TTF Land Use Presentation to the CPG

The TTF presentation to the CPG reviewed the visions developed for the Illiana Corridor. The CPG stakeholders were advised that the work of the TTF was based on a "Build" option as a key parameter. Following this parameter allowed the TTF stakeholders to work on the corridor planning effort without conflicting positions. Clearly, the "No Build" option was still a possible final decision.

Vision themes for the Corridor included:

- Economic Development
- Protect and Promote Environmental Assets
- Address Local and Regional Traffic Issues
- Commit to Local and Regional Planning

To building constructive strategies, the TTF participants recommended the following priorities for county and local planners:

- Work together on the Corridor Plan
- Support Individual Visions for each Community

The presentation concluded with a review of the TTF's recommendations concerning specific planning strategies that should be considered by local planning officials:

1) Agriculture Preservation Strategies

- Illiana options provide adequate farming connections
- Coordination between county and municipalities is needed to minimize residential use on farm lands
- Provide farmland preservation incentives
- Use acre minimum for residents in agricultural zoned areas

2) Land Use Development Strategies

- Municipal land use plans need to be updated to reflect potential growth impacts of Illiana
- Land use adjacent to I-55 needs to carefully mix potential industrial/commercial development opportunities against residential development needs
- Water availability will be key public infrastructure consideration for future community development

3) Develop Strategies for "Greater Green" Eco Tourism and Recreational Opportunities

- Design asset connections to ensure linkage to communities to leverage economic benefit to local economy
- Seek funding for broad marketing initiative by working with state tourism and natural resource agencies
- Design for future habitat at Midewin
- Utilize "Do No Harm" mitigation

4) Develop Strategies to Manage Growth

- Establish strategies for different settings: In Communities, Outside Communities and Around Interchanges
- Set priority to encourage new growth to occur within existing municipalities
- Set incentive for transferring agricultural land development rights
- Work to ensure cooperative and coordinated planning implementation between county and municipalities
 - Encourage county to continue policies that drive new development into existing communities
 - i) Establish policy that developers will cost share for water and sewer improvements associated with development

ii) Establish policies that consider site-specific needs from development (such as SSA and intermodal facilities)

iii) Support mixed use, commercial-residential development

5) Planning Benefits Supported by Illiana

- Promotes infill development near I-80 by diverting long-distance through traffic to Illiana without excessive growth in Southern Will and Lake County
- Controlled development at interchanges is manageable
- Supports balanced growth as project-induced growth in corridor is small
- Eco- and Agri-tourism/business opportunities with new access

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3.0 Context Sensitive Solutions/Best Management Practices Consultation: Development of Context Sensitive Solutions and Best Management Practices

For the design development of the Illiana Corridor, staff from the Illinois and Indiana Department of Transportation placed great importance on the use of appropriate CSS techniques to best fit the transportation facility within both the natural and human landscape. Key concerns identified in Tier One included:

- Natural legacy within and along the corridor being maintained
- Compatibility between corridor design with adjacent land uses being essential to quality of life
- Visual landscaping contrasting the needs of the I-55 to Peotone segment from those of the East of Peotone to I-65 segment
- Wildlife crossing
- Open space
- Natural area and native plantings
- Water quality, drainage and crossings
- Aesthetic structure and sustainable design

The consultant team began the process of engaging the CPG in defining how best to address these concerns. The consultant's approach was to conduct a series of meetings that first educated the stakeholders to the use of CSS and BMPs; then began identifying specific actions that could be utilized in the corridor; and finally, provided a set of recommendations concerning the ultimate corridor alignment, CSS adjustments, and BMPs to be used in the construction of the Illiana Corridor.

The topics of CSS and BMPs were first presented to the CPG at the March 14, 2013 meeting. At that meeting, the consultant team outlined several key areas of local sensitivity that were identified in the Tier One project phase. The key sensitive areas included:

- Midewin National Tallgrass Prairie
- West and Cedar Creek areas
- The Waters of the United States
- Water Quality and Drainage

In addition, initial visual landscape themes were identified for the west-end corridor segment (Midewin, Historic Route 66, the Kankakee River and the Wauponsee Trail), the middle corridor segment (agriculture and green infrastructure design) and the east-

end corridor segment (the change in landscape to rolling terrain, streams/creeks, wooded areas and addition population density).

The consultant team identified two analytical tools that it planned to use in Tier Two. These tools include:

- INVEST (Infrastructure Voluntary Evaluation Sustainability Tool)
 - FHWA's Sustainable Highway Self-Evaluation Tool
 - Web-based tool to evaluate the sustainability of projects and programs
 - Identifies and recognizes above-and-beyond efforts towards sustainability
 - Considers the full lifecycle of projects
 - Evaluates System Planning, Project Development, or Operations and Maintenance
- I-LAST (Illinois-Livable And Sustainable Transportation)
 - Focuses on sustainable results to highway projects
 - Uses simple and efficient method of evaluating transportation projects

The consultant team product of these Tier Two analyses was identified as an Illiana Corridor Context Sensitive Solutions Toolbox that would provide would assist in defining where corridor alignment options could be utilized to reduce the scenic profile of the Illiana on the topography, where intentional roadway meanderings and lane separations might be used at water crossings, and where naturalized and native plantings could be best located. Along with the use of BMPs to address water quality and drainage, this tool box would aid the design team's placement of the recommended alignment within the Corridor.

3.1 Special Presentations

As a result of this presentation, pre-meetings were scheduled at the Midewin National Tallgrass Prairie headquarters (March 11, 2013) with environmental and historic preservation interests concerning the IL-53/ Illiana interchange and design sensitive concerns at the interchange of specific stakeholders. An additional meeting was also scheduled with the Route 53 Corridor Planning Group in Wilmington, Illinois (March 20, 2013) concerning many of the same issues but with greater focus on the economic importance of the IL-53/Illiana to land development and the Historic Route 66 travel experience.

3.1.1 April 10, 2013 Meeting – First Land Use Task Force Meeting

The consultant team used the first meeting of the Land Use Task Force to introduce the toolbox concepts that would be utilized by the consultant. For background, the key concerns that the design team expected to address were restated:

- Natural legacy within and along the corridor being maintained

- Compatibility between corridor design with adjacent land uses being essential to quality of life
- Visual landscaping contrasting the needs of the I-55 to Peotone segment from those of the East of Peotone to I-65 segment
- Wildlife crossing
- Open space
- Natural area and native plantings
- Water quality, drainage and crossings
- Aesthetic structure and sustainable design

The presentation introduced background and various complexities related to these concerns that the design team would need to consider. Topics included:

- Green infrastructure concepts (including the Tri-State Green Infrastructure Vision)
- Visual landscape considerations within Illiana Corridor (now limited to east and west segments)
- Wildlife crossings
- Natural areas and native plantings (including oak savannah and tallgrass prairie)
- Open lands and native plantings
- Water crossings (including the use of meanderings and split lanes)
- Aesthetics enhancements (including the use of theme related structural design)

Within this presentation, the consultant team outlined that at future meetings of the task force more specific solution/treatments would be recommended as to where and how best to utilize the CSS and BMPs.

3.1.2 April 30, 2013 Meeting – Presentation of the Illiana Context Sensitive Solutions Toolbox

The purpose of second meeting of the Land Use Planning Task Force was to provide feedback to the stakeholders on what major vision themes and planning goals could be derived from their breakout group meetings on April 10. The products of the six breakout groups enabled the consultant team to identify the following visions that needed to be pursued:

- Support local and regional economic growth
- Promote environmental protection and opportunities
- Seek traffic management opportunities
- Review and enhance local and regional plans

Within this list of four overarching visions for the corridor, the stakeholder identified more specific goals to work towards. Key goals that could be supported by CSS practices include:

- Protect and support farming
- Protect Midewin and state wildlife preserves
- Provide wilderness crossings
- Protect and support water resource assets

In late April 2013, several successful outcomes from the CSS practices provided illustrative examples to the Corridor Planning Group/Land Use Task Force participants of the benefits of such an approach. After conducting 850 landowner interviews in February 2013, the consultant team was able to adjust a potential mainline alternative to significantly reduce farm severances. In total, 25 large parcels with significant reductions in severance were identified, including ten 80-acre parcels with average benefits of 30 acres over a four-mile segment. Through the landowner interviews, information was gathered that help address issues affecting farm operations and access, as well as impacts on wells, septic fields and drainage tiles. The benefits of these CSS served to enhance and protect farming operations in the corridor – a major goal identified by the Land Use Planning Task Force.

The consultant team provided its first map showing locations that would be prime opportunities for either the use of BMPs and Wildlife Crossings. Based on the characteristics of these opportunities, the consultant team indicated that further refinements of these concepts would be developed as the design proceeded along the corridor. Input from the TTF stakeholders was solicited to ensure that proposed actions were either supportive of local plans or, conversely, not compromised by potential local actions.

The following is a list of Illiana BMPs that were presented and discussed with the Land Use Planning Task Force:

- Storm Water Treatment Train
- Water Quality Basins
- Infiltration Areas
- Riparian Buffer and Water Quality BMP
- Wetland water Quality BMP
- Forest Restoration/Enhancement
- Prairie Restoration
- Wildlife Crossings

Next steps defined for the TTF stakeholders were to review the maps and consider potential issues with each identified opportunity site. The ultimate recommendations for appropriate BMPs would reflect potential benefits or incompatibilities that would either favor or undermine the opportunity site.

3.1.3 May 30, 2013 Meeting – Joint Presentation of the Illiana Context Sensitive Solutions and Best Management Practices to CPG and TTF April 30 Meeting – Presentation of the Illiana Context Sensitive Solutions Toolbox

The consultant team presented potential solutions under consideration at the May 30, 2013 joint meeting with both the CMP and TTF. At this meeting, maps were provided and other graphics were utilized to provide more detail concerning key elements of the corridor design that were still under consideration. These included maps and design displays of interchanges, road closures, and potential BMPs that included both water drainage solutions as well as wildlife crossings.

The purpose of this final meeting was to provide sufficient current information to assure that stakeholder comments for the Tier Two process were based on sound and best available information from the consultant. Stakeholders from both the CPG and TTF were encouraged to continue to consider the information presented and to provide comment either prior or at the public meetings scheduled for June 16 and 17, 2013.

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4.0 Future Actions and Recommendations

It is clear that for the maximization of land use benefits to occur, as well as the minimization of impacts, continued coordination and planning at the regional and community levels is required. As stated previously in Section 1.2, IDOT has committed \$500,000 to fund local land use planning efforts in Will County (IL).

To foster collaboration and enable continued planning and communication, it is recommended that an Illiana Corridor Land Use Council be established, with initial membership being constituted from agencies and stakeholders that participated in the Land Use Technical Task Force. The purpose of this organization would be to convene regular and periodic (at least annual) meetings of the agencies and communities with purview over the Illiana Corridor, in order to discuss the outcomes of prior land use initiatives, share information on current and upcoming activities, and prioritize land use tasks for the upcoming period. This Council could be hosted by one of the units of local government or Chambers of Commerce that is proximate to the Corridor. Depending on the number of activities and resources that member organizations would like to see the Council oversee, one option would be to incorporate the Council as a not-for-profit organization. Due to the differences in land use planning laws and practices between the two states, it may be more beneficial to organize separate Councils for each state.

This proposed Council would play a vital role as the Illiana Corridor project moves through the design and construction phases, providing a convenient forum for project updates from IDOT/INDOT and contractors. Council members could share information on best practices that leverage the transportation investment into sustainable land use patterns. Should suitable state or federal resources be identified for enhancement of the Illiana Corridor infrastructure or the communities alongside it (e.g., FHWA's TIGER program), coordinated applications could be pursued, increasing the chances for successful procurement.

Ultimately, the initiative and structure of further land use planning along the Illiana Corridor must be determined by the local agencies with planning jurisdiction.

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